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ZNR UUUUU

R 131537Z FEB 14 ZYB

FM NAVSURFWARCEN DET NORFOLK VA

TO COMNAVAIRLANT NORFOLK VA

COMNAVSURFLANT NORFOLK VA

COMNAVSURFPAC SAN DIEGO CA

COMNAVAIRPAC SAN DIEGO CA

COMAFLOATRAGRUPAC SAN DIEGO CA

AFLOATRAGRUMIDPAC PEARL HARBOR HI

AFLOATRAGRUWESTPAC YOKOSUKA JA

COMFFGRON MAYPORT FL

COMFLEACT CHINHAE KOR

COMFLEACT YOKOSUKA JA

COMNAVAIRFOR DET YOKOSUKA JA

COMNAVREG NW SILVERDALE WA

COMNAVREG PEARL HARBOR HI

COMNAVREG SE JACKSONVILLE FL

COMNAVREG SW SAN DIEGO CA

COMNAVSEASYS COM WASHINGTON DC

COMNAVSURFGRU MIDPAC

COMNAVSURFWARCEN WASHINGTON DC

COMPACFLT PEARL HARBOR HI

COMSIXTHFLT

COMTHIRDFLT

MCAF KANEOHE BAY HI

NAVBASE CORONADO SAN DIEGO CA

OIC FSC NAVPHIBASE LITTLE CREEK VA

NAVSHIPREPFAC AND JAPAN RMC DET SASEBO JA NAVSHIPREPFAC AND JAPAN RMC YOKOSUKA JA

NAVSHIPYD AND IMF PEARL HARBOR HI NAVSHIPYD NORFOLK VA NAVSHIPYD PORTSMOUTH NH

NAVSHIPYD AND IMF PUGET SOUND DET SAN DIEGO CA NAVSHIPYD AND IMF PUGET SOUND WA

NAVSTA MAYPORT FL NAVSTA NORFOLK VA NAVSTA PEARL HARBOR HI NAVSTA NEWPORT RI

PRESINSURV VIRGINIA BEACH VA USS GRIDLEY USS MESA VERDE SOUTHEAST RMC MAYPORT FL USS

ANCHORAGE USS ARLEIGH BURKE USS ASHLAND USS BOXER USS CARTER HALL USS COLE USS

COMSTOCK USS COWPENS USS DENVER USS ELROD USS ESSEX USS FORT MCHENRY USS GERMANTOWN

USS GUNSTON HALL USS HARPERS FERRY USS JOHN PAUL JONES USS LABOON USS MCFAUL USS NEW

ORLEANS USS NICHOLAS USS OAK HILL USS PEARL HARBOR USS ROSS USS RUSHMORE USS PONCE USS

SHILOH USS SIMPSON USS SOMERSET USS SAN DIEGO USS THE SULLIVANS USS TORTUGA USS WHIDBEY

ISLAND USS SAN ANTONIO USS NEW YORK USS GREEN BAY USS ARLINGTON PEO SHIPS WASHINGTON

DC COMNAVREG MIDLANT NORFOLK VA COMNAVSAFECEN NORFOLK VA CORIVRON ONE CORIVRON

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DET NORFOLK VA NAVSURFWARCEN CARDEROCKDIV BETHESDA MD BT UNCLAS SECINFO/U/-//

MSGID/GENADMIN,USMTF,2008/NAVSURFWARCEN DET NORFOLK VA//

SUBJ/7 METER RIB ADVISORY 2014//

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GENTEXT/REMARKS/1. THIS MESSAGE PROVIDES GUIDANCE TO ALL FORCE COMMANDERS AND 7 METER RIB CUSTODIANS. THIS ADVISORY ADDRESSES OPERATIONAL AND MAINTENANCE ISSUES ON 7 METER RIBS DEPLOYED ON SURFACE SHIPS AND AIRCRAFT CARRIERS. ALL SHIPBOARD STANDARD 7 METER RIBS ASSIGNED TO SURFACE SHIPS AND AIRCRAFT CARRIERS ARE AFFECTED BY THIS ADVISORY. MANY OF THE FOLLOWING ISSUES ARE ALSO APPLICABLE TO SHIPBOARD 11 METER RIBS AND SHORE BASED ASSETS WITH SIMILAR COMPONENTS. THIS MESSAGE ALSO INCORPORATES AND CANCELS 7 METER RIB ADVISORY DTG 051327Z MAR 12 AND SMALL CRAFT ENGINE SAFETY ADVISORY DTG 071640Z AUG 07.

2. PRIOR TO 9/11/2001 SHIPS 7 METER RIBS WERE HOISTED WITH A MAXIMUM OF 6 PERSONS. DUE TO DAVIT LIMITATIONS AND THE INSTALLATION OF FORCE PROTECTION BOATALTS, THE HOISTING CAPACITY WAS REDUCED FROM

6 PERSONS TO 5 PERSONS. PLEASE NOTE THAT THE CURRENT MAXIMUM HOISTING CAPACITY OF SHIPBOARD STANDARD 7 METER RIBS IS 5 PERSONS.

3. HOISTING SLINGS SHOULD BE INSPECTED PRIOR TO EACH USE AND RETESTED EVERY 18 MONTHS AS REQUIRED BY THE APPLICABLE MIPS. THE USE OF STAINLESS STEEL SHACKLES IS NOT AUTHORIZED ON ANY US NAVY BOATS, FOR MORE INFORMATION REFER TO 7 AND 11 METER RIB HOISTING SLING SHACKLE SAFETY ADVISORY R 191408Z JUL 12 ZYB.

4. SEVEN METER RIBS 2004 AND NEWER AND 11 METER RIBS 2003 AND NEWER HAVE CUMMINS QSB ENGINES WITH HIGH PRESSURE COMMON RAIL FUEL INJECTION SYSTEMS. THESE SYSTEMS OPERATE AT EXTREMELY HIGH PRESSURES (EXCEEDING 20,000 PSI), WHICH COULD BE HAZARDOUS TO UNTRAINED PERSONNEL. CUMMINS Q-SERIES ENGINES HAVE AN ELECTRIC LIFT PUMP THAT PROVIDES PRIMING PRESSURE TO THE FUEL SYSTEM ELIMINATING THE NEED TO TO OPEN ANY INJECTORS OR BLEED FITTINGS. TRADITIONAL METHODS OF PRIMING FUEL SYSTEMS BY OPENING INJECTORS ARE NOT AUTHORIZED AND COULD EXPOSE PERSONNEL TO EXTREMELY HAZARDOUS CONDITIONS. CARE SHALL BE TAKEN AND ALL CURRENT MANUFACTURERS SAFETY REQUIREMENTS BE STRICTLY FOLLOWED WHEN WORKING ON THE CUMMINS Q-SERIES COMMON RAIL FUEL SYSTEMS. FOR MORE INFORMATION REFERENCE SMALL CRAFT ENGINE ADVISORY R 161746Z DEC 13.

5. CUMMINS Q-SERIES ENGINES HAVE ELECTRONIC CONTROL SYSTEMS INCLUDING SYSTEM INTEGRATION MODULES (SIM), DIESEL VIEW/VESSEL VIEW DISPLAYS, AND ENGINE CONTROL MODULES (ECM) INSTALLED. THESE COMPONENTS HAVE TO BE COMPATIBLE WITH EACH OTHER IN ORDER FOR THE ENGINE AND MONITORING SYSTEM TO FUNCTION PROPERLY AS A UNIT. FAILURE TO ORDER CORRECT PART NUMBERS MAY RESULT IN INOPERABLE ENGINE(S).

BOAT CUSTODIANS ARE INSTRUCTED TO CONTACT COMBATANT CRAFT DIVISION TPOCS TO ENSURE CORRECT PART NUMBERS ARE VALIDATED PRIOR TO ORDERING ANY OF THE FOLLOWING CUMMINS ENGINE PARTS: SYSTEM INTEGRATION MODULE (SIM), DIESEL VIEW/VESSEL VIEW DISPLAYS, ENGINE CONTROL MODULES (ECM), AND ENGINES. WHEN CONTACTING COMBATANT CRAFT POC PLEASE INDICATE HULL NUMBER OF CRAFT IN QUESTION, SERIAL NUMBERS FOR ENGINES AND ALL PARTS LISTED ABOVE. IF CRAFT IS A TWIN ENGINE APPLICATION PLEASE LIST ABOVE INFORMATION FOR BOTH ENGINES INSTALLED. WHEN ORDERING A REPLACEMENT ENGINE PLEASE PROVIDE SERIAL NUMBERS FOR OLD ENGINE, SIM, DIESEL VIEW/VESSEL VIEW, ECM, AND SECOND ENGINE IF APPLICABLE.

6. THE MAJORITY OF 7 METER RIBS ARE EQUIPPED WITH MERCURISER SHAFTING AND BRAVO OUTDRIVES. NSWCCD HAS SEEN FREQUENT FAILURES OF THE SUPPORT BEARING AT THE AFT END OF THE DRIVESHAFT AND THE GIMBAL BEARING INSIDE THE OUTDRIVE TRANSOM ASSEMBLY DUE TO SALTWATER INTRUSION AND LACK OF LUBRICATION. 7 METER CUSTODIANS ARE ADVISED TO LOWER

THE OUTDRIVE WHEN RUNNING THE ENGINE AND KEEP BILGE WATER AT MINIMUM LEVELS TO PREVENT WATER FROM ENTERING AND DAMAGING BEARINGS.

PLEASE REFER TO APPLICABLE MAINTENANCE REQUIREMENTS FOR GREASING.

7. SHIPBOARD RIBS ARE EQUIPPED WITH INFLATABLE SPONSONS THAT PROVIDE FLOTATION AND HULL PROTECTION DURING DOCKING AND VBSS/MIO OPERATIONS. THESE SPONSONS ARE REQUIRED TO BE INFLATED TO 3PSI FOR NORMAL OPS. FAILURE TO MAINTAIN PROPER SPONSON INFLATION COULD RESULT IN HULL AND SPONSON DAMAGE DURING OPS. CUSTODIANS ARE ADVISED TO USE AIR PRESSURE GAGES (WING INFLATABLES PART #1630001, NSN 6685-01-507-0600) TO ASSURE SPONSONS ARE CHECKED AND INFLATED TO 3PSI AS REQUIRED AND STATED IN THE PRE-OPERATION CHECKLISTS LISTED IN THE BOAT INFORMATION BOOKS.

8. DEPLOYED RIBS OPERATE IN A VERY HARSH AND CORROSIVE ENVIRONMENT.

MANY FAILURES ARE CAUSED BY CORROSION OF ELECTRICAL CONNECTIONS AND COMPONENTS. 7 METER RIBS INSPECTED ABOARD SHIPS ARE ROUTINELY FOUND TO HAVE EXCESSIVE WATER IN BILGES AND HEAVY SALT DEPOSITS ON CONSOLE COMPONENTS. CUSTODIANS ARE ADVISED TO REMOVE BILGE PLUGS WHEN POSSIBLE OR DEWATER BILGES TO MINIMIZE CORROSIVE ENVIRONMENT. RIB EXTERIORS AND MACHINERY SPACES SHOULD BE WASHED AND RINSED WITH FRESH WATER AND MILD DETERGENT PERIODICALLY TO REMOVE SALT RESIDUE BUILD UP. 7 METER RIBS HAVE SEVERAL ELECTRONICS ON THE CONSOLE EXTERIOR, INCLUDING A SMARTCRAFT DISPLAY, VHF RADIO, GPS DISPLAY, AND MOBI POSITION INDICATOR. ALL EQUIPMENT HAVE PROTECTIVE COVERS WHICH PREVENT DAMAGE FROM BOTH UV RAY AND SALT WATER EXPOSURE. THESE COVERS SHOULD REMAIN IN PLACE WHEN NOT IN USE. IN ADDITION, CONSOLE COVERS ARE PROVIDED WITH EACH RIB AND SHOULD BE UTILIZED TO PROTECT CONSOLE COMPONENTS. CORROSION INHIBITIVE PRODUCTS SIMILAR TO FLUID FILM CARRIED IN THE STOCK SYSTEM UNDER NSN8030013816357 SHOULD BE SPRAYED ON ALL ELECTRICAL CONNECTIONS MONTHLY TO HELP PREVENT CORROSION.

9. WHEN RIBS ARE TO BE LEFT WATERBORNE, SHIPS ARE REMINDED TO ENSURE THE BILGES ARE PUMPED PRIOR TO DISEMBARKING AND ENSURE THAT THE BILGE PUMP CONTROL SWITCH IS IN THE AUTO POSITION. ALSO ENSURE THE BATTERY BANK DISCONNECT SWITCH, MAIN 24 VOLT BREAKER AND BILGE PUMP CIRCUIT BREAKER ARE IN THE ON POSITION. BILGE PUMPS WILL NOT OPERATE WITH POWER SECURED. FAILURE TO FOLLOW THESE PROCEDURES COULD RESULT IN SWAMPING OF THE RIB. ALL OTHER CIRCUITS MAY BE CUT OFF.

REFER TO RIB BOAT INFORMATION BOOKS FOR ADDITIONAL GUIDANCE.

10. NAVAL DISTILLATE FUEL, NATO CODE F-76 (FORMALLY KNOWN AS DIESEL FUEL, MARINE OR DFM) IS THE REQUIRED FUEL FOR 7 METER RIBS. JP-5 FUEL IS NOT AUTHORIZED AS AN ALTERNATE FUEL FOR 7 METER RIBS UNLESS SUPPLEMENTAL LUBRICANTS ARE ADDED. USE OF JP-5 FUELS WITHOUT ADDITIONAL LUBRICANTS MAY RESULT IN PREMATURE FAILURE OF MAJOR COMPONENTS OF THE FUEL SYSTEM INCLUDING INJECTION PUMPS AND INJECTORS. A BOTTLED LUBRICITY ENHANCER ADDITIVE "CUMMINS FLEET-TECH ASPHALTENE CONDITIONER" MAY BE MANUALLY ADDED (POURED) INTO THE FUEL TANK TO PROVIDE THE REQUIRED LUBRICITY. THIS PRODUCT CAN BE PURCHASED BY THE CASE (12 QUARTS) FROM THE STOCK SYSTEM UNDER NSN 6850-01-5716236 (CUMMINS PART # CC2597).

CAUTION: TO PROVIDE THE REQUIRED LUBRICITY, TWO TIMES THE MANUFACTURER RECOMMENDED DOSE OF CONDITIONER IS REQUIRED TO BE ADDED PRIOR TO OPERATING WITH JP-5 FUEL AS STATED IN THE APPLICABLE MRC. CONSIDERING THIS INCREASED DOSAGE AMOUNT, ONE QUART OF ADDITIVE TREATS 125 GALLONS OF JP-5. IN THE ABSENCE OF THE CUMMINS CONDITIONER, 15W-40 ENGINE OIL MAY BE ADDED TO FUEL TO COMPENSATE LUBRICITY WHEN MIXED AT 5% RATIO. THIS IS STATED IN CUMMINS BULLETIN 018-002 FUEL RECOMMENDATIONS AND SPECIFICATIONS. FOR MORE INFORMATION REFERENCE SMALL CRAFT ENGINE ADVISORY R 161746Z DEC 13.

NOTE: 7 METER RIBS 2008 AND NEWER HAVE INSTALLED LUBRICITY DOSERS AND DO NOT REQUIRE ADDITIVES FOR USING JP-5 IF DOSERS ARE REPLACED AS REQUIRED BY NORMAL PMS.

11. JP-8 IS CONSIDERED UNSAFE AND IS NOT AUTHORIZED FOR SHIPBOARD NAVY BOATS.
12. CASREPS ON SEVERAL RIBS INDICATE ENGINE FAILURES AS A RESULT OF OPERATING Q-SERIES ENGINES WITH THE FUEL RETURN VALVE IN THE CLOSED POSITION. OPERATING THE ENGINES WITH THE FUEL RETURN VALVES CLOSED WILL RESULT IN DAMAGING THE ENGINE, FUEL LIFT PUMP, HIGH PRESSURE PUMP, INJECTORS, FUEL COOLER AND MAY FLOOD THE ENGINE LUBRICATING OIL SYSTEM WITH FUEL. SHIPS FORCE SHALL ENSURE THAT THE FUEL RETURN VALVES REMAIN IN THE OPEN POSITION AT ALL TIMES UNLESS THE FUEL RETURN LINE HAS TO BE REMOVED OR REPAIRED. BOAT ALTERATION GEN/52A PROVIDES DIRECTION FOR INSTALLING A LOCKING DEVICE ON THE FUEL RETURN VALVE AND SHALL BE ACCOMPLISHED ON ANY BOAT WITH A Q-SERIES ENGINE. ANY FUEL RETURN VALVES THAT DO NOT HAVE LOCKING DEVICES SHOULD BE LOCKED WIRED OPEN TO PREVENT DAMAGE TO THE ENGINE AND FUEL SYSTEM. LOCK WIRE MAY BE TEMPORARILY REMOVED IF MAINTENANCE IS REQUIRED. NORMAL TAG OUT PROCEDURES SHOULD BE FOLLOWED. FOR MORE INFORMATION REFER TO SMALL CRAFT ENGINE ADVISORY R 161746Z DEC 13.
13. CUMMINS QSB ENGINES 2008 AND OLDER ARE EQUIPPED WITH FIVE IN-LINE FUSES WITHIN THE ENGINE VESSEL HARNESS. FAILURE OF ANY OF THESE FUSES CAN RESULT IN A FAILURE OF THE ENGINE TO CRANK AND/OR FAILURE OF THE DIESEL/VESSEL VIEW TO POWER UP. THIS HARNESS IS PLUGGED INTO THE ECM AND RUNS UNDER THE ENGINE. EACH FUSE HOLDER IS IDENTIFIED WITH A RED WATERPROOF CAP.
14. RIB FUEL TANKS AND WATER SEPARATORS ARE FREQUENTLY FOUND TO BE CONTAMINATED WITH WATER AND SEDIMENTS. CUSTODIANS ARE REMINDED FUEL TANKS ARE TO BE STRIPPED DAILY, BEFORE RUNNING ENGINES AND PRIOR TO FUELING OPERATIONS AS REQUIRED BY THE BOAT INFORMATION BOOK AND APPLICABLE PMS. SHIPS ARE ALSO REMINDED THAT ANY FUEL USED IN RIBS IS TO BE PROCESSED BY THE SHIPS PURIFYING SYSTEM PRIOR TO USE.
15. RIB BATTERIES ARE OFTEN FOUND TO BE DRAINED BELOW REQUIRED VOLTAGE FOR STARTING AND NORMAL OPERATIONS. SHIPBOARD RIBS SHOULD BE CONNECTED TO SHORE POWER AND BATTERY CHARGERS ENERGIZED TO MAINTAIN BATTERY VOLTAGE. ENGINE COOLANT PRE-HEATERS SHOULD BE ENERGIZED WHEN TEMPERATURE IS EXPECTED TO DROP BELOW 60 DEGREES FAHRENHEIT. RIBS ARE PROVIDED WITH SHORE POWER CABLES. 7 METER RIBS THAT ARE EQUIPPED WITH SHORE POWER REVERSE POLARITY INDICATORS MAY DISPLAY A FALSE REVERSE POLARITY INDICATION WHEN USING SHIPS POWER, FOR MORE INFORMATION REFER TO SHIPS RIB SHORE POWER ADVISORY P 131323Z JUL 12 ZYB.
16. SHIPS FORCE IS REMINDED THAT THE SEA PAINTER IS SECURED ABAFT THE BOW OF THE BOAT. THE SEA PAINTER MUST BE ADJUSTED SO THAT WHEN THE BOAT IS IN THE WATER, THE BOAT TOWS FROM THE SEA PAINTER, NOT THE FALLS. HAND TENDING THE SEA PAINTER OR AN IMPROPERLY POSITIONED OR SECURED SEA PAINTER CAN ALLOW THE BOAT TO TOW FROM THE BOAT FALLS OR WHIP AND CAUSE THE BOAT TO BROACH, SWAMP, OR CAPSIZE, RESULTING IN PERSONNEL INJURY OR DEATH. ENSURE THAT THE SEA PAINTER IS SET AT THE CORRECT LENGTH, ATTACHED TO THE DESIGNATED SHIP CLEAT OR BITT, AND PROPERLY RIGGED TO THE BOAT'S BOW POST. DRIVE THE BOAT FORWARD TO RELEASE TENSION ON THE SEA PAINTER, AND THEN PULL/RELEASE THE SEA PAINTER FID, AND CAST OFF THE SEA PAINTER. USING THE LIZARD LINE, LINE HANDLER RETRIEVES THE SEA PAINTER. FOR MORE INFORMATION REFER TO NSTM CH 583 VOL 2.
17. ALL US NAVY CRAFT CUSTODIANS ARE REMINDED THAT NSWC CCD IS THE PLANNING YARD AND LIFE CYCLE MANAGER FOR USN SHIPS BOATS. PLEASE CONTACT BELOW POCS FOR ANY CRAFT TECHNICAL, PARTS OR IN-SERVICE ISSUES, COMMENTS OR CONCERNS. NSWC CCD REPS ARE LOCATED: NORFOLK, GARY JERNIGAN, GARY.R.JERNIGAN(AT)NAVY.MIL, SAN DIEGO: KIM SAGE, KIM.SAGE(AT)NAVY.MIL 18. RECOMMEND WIDEST DISSEMINATION. FORWARD COMMENTS/QUESTIONS TO NSWC CCD TPOC FOR BOATS IN SERVICE: GARY JERNIGAN, NSWC CCD GARY.R.JERNIGAN(AT)NAVY.MIL OR GO TO [HTTP:\(DOUBLE SLANT\) BOATS.DT.NAVY.MIL \(DOUBLE SLANT\) 19](http://(DOUBLE SLANT) BOATS.DT.NAVY.MIL (DOUBLE SLANT) 19). ACTIONS: NSWC CCD TO RESOLVE

STOCK SYSTEM ISSUES WITH QSB ENGINE CONTROL COMPONENTS, NSWC CCD WILL UPDATE LOGISTICS TO INCLUDE MAINTENANCE LISTED FOR ITEM EIGHT ABOVE, NSWC CCD TO UPDATE LOGISTICS TO PROVIDE LUBRICITY ADDITIVE TO DEPLOYED RIBS, NSWC CCD TO DEVELOP BOATALT TO UNINSTALL LUBRICITY FILTER SYSTEMS.// BT

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